

TULSA LEADS IN ROAD BUILDING

County Now Has Model Highway System of Entire State

ALL WITHIN 3 YEARS

Six Marked Highways Maintained by Associations Enter the City

It used to be, in the extreme days of battles and togs that a new road meant somebody had been killed. Collecting a formidable array of lawyers in the way of highways and with enough back privates behind them to propel them nearly a mile from town with military ambition would sell fairly to clean up the highway, and the war and peace privates. If he was successful in his undertaking, his fellow countrymen celebrated the victory by building a road. If he failed—but nobody is interested in failure and history therefore fails to say anything about them.

So the value and history of the Roman soldier was memorialized for posterity. A perfectly good Roman with a perfectly proper patriotism could get quite a patriotic thrill by merely saying along any one of these roads, all of which, so successful generations have been repeatedly informed, led to Rome.

But times have changed since the Via Appia and it is no longer necessary, in order to have good roads, to beat up someone one holiday. Probably every one in the process of road building to some extent more or less, even in this enlightened day, but it is a battle of words and wits and ways and means for the raising of the necessary cash with which to construct these highways, rather than a battle of more and musketry. And the actual construction of a road means a victory still, the victory of the good roads enthusiast who has in the long smooth stretches of hard-surfaced highways that rapidly forming on intricate pattern of net work across the country from coast to coast, realized his dreams for the good of his fellowman.

Continuing the simile, in northeastern Oklahoma and indeed, in this part of the southwest, Tulsa takes the place of Rome in that all roads lead to Tulsa. Study your road map, and Tulsa looks, with the highways from all directions leading into it, like the hub of a great wheel. Six marked highways, all maintained by organizations, come into Tulsa from virtually all directions. There are now in northeastern Oklahoma more than three hundred miles of hard-surfaced federal aid roads, part gravel and part concrete, and in Tulsa county—88 miles of hard-surfaced roads. And the remarkable thing about road achievement in this part of the state, as in others, is that virtually every foot of hard-surfaced highway has been built in the last two years.

No Easy Victory. This celebrating the educational victory of the good roads men. Three years ago Tulsa county had virtually nothing but dirt roads, outside of Tulsa. There were a few water-bound macadam roads which were found to be unsatisfactory and were later torn up. The Oklahoma state highway department was established in 1916. During 1916, 1917 and 1918, good roads meetings meant discussion of the question "shall we have good roads?" The battle for education on the part of the good roads men was on. Good roads meetings were method of education. Quite unsuspecting, believing that it was party to decision as to whether or not we should hard surface or let it stay dirt, the public was being instructed as to the wisdom of hard-surfaced road building. And the good roads men won. The subsequent construction of 108 miles of road in Tulsa county, following Roman custom, is celebration of that victory. Now a good roads meeting means what kind of road, and how shall we pay for it?

Before that time, distance time was mile time. Oklahoma City, for instance, was 64 miles from Tulsa, about anybody's guess. Now distance time is clock time. Oklahoma City, for instance, is two hours and a quarter from Tulsa, should anybody inquire. Construction of good roads has revolutionized traveling to a greater extent and for a greater number of people than is generally realized. And the construction itself has been upon a greater scale than is generally realized.

E. Bee Guthrey, who, as a good roads man, holds some five or six titles with accompanying jobs, discussed this question the other day. Guthrey has facts and figures and distances and information about all kinds of hard surfaces from the discarded water-bound macadam to concrete at his finger tips. The Roman general who educated the back private in the manipulation of the war had nothing on Guthrey when it comes to winning a victory so that there can be a good road constructed. Guthrey and his associates have won a lot of 'em and with the string of victories behind them they are mopping up another three-year program that is to eclipse anything that northeastern Oklahoma has yet seen.

Greater Things Ahead. Northeastern Oklahoma, during the last year or more, properly speaking, the three-year period just passed, but whose actual construction was done for the most part in 1922, has had the greatest road development in its history. It is now planning and outlining a financed road program that will be even greater than actual accomplishments of the past year. Guthrey discussed these two facts and gave proving figures.

Estimating straight taxes to be approximately \$2,000,000, northeastern Oklahoma has spent on road improvements up to this time about \$10,000,000. In bond issues and federal aid it has spent \$5,770,000. Tulsa county has spent about \$3,000,000, Muskogee county \$1,000,000, Okmulgee \$1,100,000, Okfuskee \$700,000, Creek county \$1,250,000, Rogers \$200,000, Osage \$600,000 and Ottawa \$370,000.

In this brief space of time Tulsa county has built 108 miles of hard-surfaced roads. Muskogee county has built 120 miles of federal aid gravel road. Rogers county six miles of highway, gravel and Ottawa county 15 miles of concrete road. Osage county has nine miles of concrete road. Washington county 14 miles of concrete highway and Okmulgee county 21

miles of concrete federal aid road. These are actual completions, during the three-year period of 1920, 1921 and 1922, when a campaign for good roads has been waged by the highway department of the Northeastern Oklahoma chamber of commerce in conjunction with the various counties of the territory embraced by the Northeastern chamber's membership. The work outlined for the approaching three-year period is greater in scope even than this.

Washington county has an unneeded bond issue of \$100,000, for Tulsa county is just beginning work on its \$100,000 bond issue and Okmulgee county has more than \$200,000 bond issue. All of these bond issues, or virtually all of them, will be offset by either state or federal aid, Guthrey pointed out, which means that they will have double the amount for actual construction work.

Osage, Payne and Creek counties are fortunate enough to have sufficient money from their areas producing oil, gas and other sources of oil revenue so that they can outline extensive campaigns for the next three years without bond issues. They can raise from their own sources of income sufficient money to offset federal aid for road construction. Lincoln, Rogers and Creek counties are confronted with the necessity for voting bond issues, which they will probably do, Guthrey believes, early in the year.

Entire State Awakened. While road development has been general all through Oklahoma, it has even its greatest activity perhaps in this part of the state. There has been no greater interest in road construction here than in the southern and southeastern parts, perhaps, but the fact that those sections have had to wrestle with the hell wheel and have had some little difficulty with crops, etc., has made it hard for them to do a great deal of actual work. But those counties have made progress in the plans that they have laid and with the marked improvements in general conditions of the last year, substantial progress will probably be made in road work during this coming year.

In regard to the destination of highways, and all of them leading to Tulsa, there is the Albert Pike highway, from Hot Springs to Colorado Springs, passing through Tulsa southeast to northwest. The Capital route highway passes through north and south from Omaha to Austin. The Cotton Belt highway from Kansas City to Dallas is another touching Tulsa and the White River trail from Springfield, Mo., goes west through Tulsa to a connection with Albert Pike at Cherokee. The Garik trail from St. Louis passes through Tulsa west to Amarillo Texas and the Tulsa to Kansas City-Fort Scott shortline in the Tulsa to Kansas City road by way of Miami and Fort Scott.

Amidst the condition of the roads leading into Tulsa, the Capital route came up for discussion. This road, from Tulsa to Okmulgee, is paved and on beyond for a distance totaling 21 miles from Tulsa is an excellent dirt road. For eight miles this side of Bartlesville and on beyond as far as Dewey the road is paved. From Dewey to Canby, Kan., there is a fairly good dirt road and for 60 miles further on north it is hard surfaced.

The year 1923, Guthrey believes, will see hard-surfacing of the road from Tulsa to the Red river and leads on into Sherman and Dallas. This road, the Cotton Belt highway, is already hard surfaced from Dallas to the Red river and it but remains for Oklahoma to do her part up to the state line. Of the Oklahoma part 25 per cent has already been financed. This road goes through Ada and Okmulgee.

It will be only a year or 18 months perhaps, until it will be possible for travelers to drive straight through from Tulsa to Chicago, 874 miles, on a hard-surfaced road.

Alfalfa has just completed a hard-surfaced road from Chicago to St. Louis. Missouri voted \$60,000,000 state bond issue and therefore has financed and will construct during this coming year a hard-surfaced

road from St. Louis through Springfield and Joplin to the Oklahoma line north of Miami. Ottawa county, the first county on this side of the state line has 15 miles of her highway road finished and the rest financed. Tulsa county has already completed today hard-surfaced road from Tulsa to the Rogers county line, so the only piece of road between Tulsa and Chicago that is not finished for hard surfaced driving, 1923 is the short strip across Rogers and Craig counties. If plans for their roads in these two counties are carried through this year, it will be but a comparatively short time until the Tulsa-Chicago road is completed.

3 ROADS TO BUY NEW EQUIPMENT

Car Shortage Permits Financing of Purchase of More Boxcars

WASHINGTON, Dec. 30.—In the face of widespread complaints over car shortages and inability of the railroads to move freights, three important carriers obtained permission from the interstate commerce commission to finance new equipment purchases.

The Denver & Rio Grande Western was authorized to issue \$5,000 in revenue certificates and of this sum \$1,200 is to be used as cash payment upon new equipment, the balance of which is about six thousand dollars.

The Chicago & Alton was authorized to issue \$200,000 revenue notes maturing in 18 months, half of which is to be used in purchasing new equipment.

The Chicago & Eastern Illinois was authorized to pledge \$25,000 in prior loan mortgage 5 1/2 per cent bonds, in refinancing and purchasing of equipment.

HURT IN FIGHT OVER BABY
Californian May Die From Wounds Received in Battle With Relative.
OAKLAND, Cal., Dec. 30.—R. W. Duncan was in a local hospital probably fatally wounded today as a result of a battle for his 3-month-old baby. He was shot by his father-in-law, George Dilliey, at whose home Mrs. Duncan, with the baby, has sought refuge following a family quarrel.

According to Duncan, he was shot as he was walking away from the Dilliey home with the baby. Dilliey told the authorities he shot Duncan as the latter was standing outside his body and struggling to take the child from his mother's arms.

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OUTLINE PLAN OF LEGISLATION

Hagan and Eagleton Will Attend Legion Conference Sunday

Horace H. Hagan, Tulsa member of the soldiers relief commission, and W. L. Eagleton, Jr., state judge advocate of the Oklahoma American Legion, left Saturday night for Oklahoma City, where they will attend the joint conference of the American Legion executive committee, soldiers relief commission and legion members of the legislature on the subject of bonus and other soldier legislation. The conference will be held Sunday in the Hickins hotel.

A canvass of returns in the just-completed state-wide referendum by legion posts on the proposed state bonus will be made by the executive committee and decision made as to whether the Oklahoma legion will sponsor a bonus measure before the legislature. Hagan said yesterday that soldier legislation certain to come before the new legislature will be appropriations for the Sulphur sanitarium and

Oklahoma Soldiers Memorial hospital at Muskogee and for operation of the soldiers relief commission. The Sulphur Sanitarium is maintained by the state through the United States government, which pays the state \$2.50 a day for each government patient at the hospital. According to agreement between the soldiers relief commission and the United States veterans bureau, which has taken over the Muskogee hospital, the state commission is to have the hospital grounds landscaped, a process estimated to cost about \$25,000.

ALLISTER FINALLY DROPPED

Breaks Off Entirely With Miss Mary Baker After Holiday Visit.

LONDON, Dec. 30.—Allister McCormick, young Chicago millionaire, who holds the world's record for "being left waiting at the church" and his temperamental fiancée, Miss Mary Landon Baker, also of Chicago, have parted after a spectacular, international romance of three years, according to a report in the American colony today.

Miss Baker and Mr. McCormick spent Christmas in London, but now they have separated. Miss Baker has gone to the country to visit friends while Mr. McCormick is on his way to the south of France to recuperate from an illness.

NOT STRICTLY SECTARIAN

Although Fostered by Presbyterian Synod T. U. Is Liberal.

That the University of Tulsa is not a sectarian institution with doors open only to one denomination was declared by President J. M. Gordon last week in summarizing the church affiliations of this year's faculty and student body. Though the university is fostered by one church denomination, as practically every institution of higher learning in the land is and is under the control of the Presbyterian Synod of Oklahoma, the proportion of Presbyterians among the students is 29 per cent as compared with adherents of other churches to the percentage of 71. Of the teaching and administrative force, 18 are Presbyterians and 12 members of other churches. Non-Presbyterian members of the

board of trustees are L. E. Abbott of the Methodist church, R. T. Brewer and T. J. Hartman of the Southern Methodist church, W. A. Vandever of the First Christian church, C. S. Avery of the Baptist church and Charles O'Connor of the Episcopal church.

Two Texas Girls Indicted.
WASHINGTON, Dec. 30.—Ruby Lee Tucker, 21, of Fort Worth, Texas, and Margaret W. Vandever, 22, of Dallas, Texas, were indicted by the grand jury here today for grand larceny in connection with the alleged theft of two valuable rings from a local hotel. They were held under \$1,500 bond.

Advent of 1923 Will Be Observed Quietly by Harding's Official Family.
WASHINGTON, Dec. 30.—The advent of the New Year will be observed quietly at the White House this year. Contrary to previous custom, there will be no New Year's reception at the executive mansion. The ceremony which in the past has drawn thousands to grasp the hand of the president and his wife, is to be omitted. President Harding plans to spend the entire day in his office and to spend the evening with Mrs. Harding.

NEW YEAR AT WHITE HOUSE

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SUGGESTIONS for the NEW YEAR
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